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RYCKMANS NEIGHBOURHOOD PLAN

URBAN DOCUMENTATION CENTRE
RESEARCH UNIT FOR URBAN STUDIES
McMASTER UNIVERSITY
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Policies Report



Planning and Development Department
Hamilton-Wentworth Region

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RYCKMANS NEIGHBOURHOOD PLAN
POLICIES

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I INTRODUCTION

The Ryckmans Neighbourhood Plan consists of a detailed land use plan and policy framework to guide development of the neighbourhood.

The Plan includes:

- 1) A map which defines the land use pattern and road pattern.
- this is contained in Appendix A - Proposed Plan.
- 2) A set of written policies which describe in detail the nature of development and the actions required to implement the plan.
- this is contained in Section VI - Neighbourhood Plan.

This report contains the neighbourhood plan and associated background information. It describes the reasons for the preparation of the plan, and outlines the existing planning policies which affect the neighbourhood. It describes the location and nature of Ryckmans and puts the plan into the context of the overall neighbourhood planning process. The plan includes goals, objectives, policies and actions related to the development of the neighbourhood.

II BACKGROUND

The Ryckmans Neighbourhood Plan is being prepared at this time due to the recent extension of municipal services to this area. A trunk sewer was constructed through the neighbourhood in 1985, to link the area along Upper James Street into the existing trunk sewer east of Upper Wellington Street. This sewer was required to service the Hamilton Street Railway's Mountain Transit Centre, located on Highway 6 in Glanbrook.

Changes were initiated to the Hamilton Official Plan to recognize the availability of services and the resulting potential for immediate development of these lands. The amendments to the Official Plan deal with the timing of development and the land use designations.

A Neighbourhood Plan for Ryckmans was required to provide a detailed land use plan and help ensure the orderly development of the neighbourhood.

III EXISTING POLICY

The existing planning policy for the Ryckmans Neighbourhood is based primarily on the Hamilton Official Plan. There are also two amendments to the Official Plan, O.P.A. No. 22 and O.P.A. No. 28, which describe the timing and nature of development in the South Mountain area along Upper James Street. Existing policy is also contained in the Ryckmans Multi-Centre Plan, and in studies on energy efficient neighbourhood planning.

The Official Plan for the City of Hamilton defines the general land use pattern for the neighbourhood. It also provides guidance on the maximum neighbourhood population densities, park areas and other planning criteria, as well as the staging of development.

A. Official Plan Amendments

Official Plan Amendment No. 22 removed the staging policies in the Hamilton Official Plan. Development of the South Mountain area of Hamilton was made possible earlier than originally anticipated, due to the extension of the trunk sewer to the Mountain Transit Centre. O.P.A. No. 22 was passed by Council on September 25, 1984, and approved by The Ontario Municipal Board on September 12, 1985. A special study, the "Upper James - South Mountain Area Study" was initiated to determine the best uses for lands in the neighbourhoods forming the Upper James Street corridor, including the Ryckmans Neighbourhood.

Official Plan Amendment No. 28 was subsequently prepared to change the land use designations along the Upper James Street corridor. This amendment was passed by Council on October 29, 1985, and has been referred to the Ontario Municipal Board. Land use designations in the Ryckmans section of the corridor were changed from residential to commercial. Several special policy areas were also established to define the nature of these commercial areas.

The special policy areas established by O.P.A. No. 28 are defined in Appendix "E", which includes a copy of the amendment and the related map. Policy A.2.9.3.26 is added to the residential policies in the Official Plan, defining the nature of special policy areas 31, 31b and 31c in the Ryckmans Neighbourhood, as follows:

- Area 31 includes the northwest and southwest corners of Ryckmans. This area is designated for commercial uses.
- Area 31b includes the majority of the frontage along Upper James Street, excluding the northern, southern and mid-block portions. Permitted uses here will include retail/warehouse uses in addition to commercial uses, subject to Official Plan policies A.2.2.16 and A.2.2.18.
- Area 31c includes the mid-block node. This area will provide neighbourhood-based retail and service uses, as well as retail/warehouse uses.

O.P.A. No. 28 also states that the Ryckmans Neighbourhood Plan must consider a number of design features. These are noted in Policy A.2.9.3.26(iii) in Appendix "E", and include items such as:

- the location of a mid-block collector road
- the extent of various types of commercial land use
- lot depths, frontages and building setbacks
- the location of access points, shared access and service roads.

Several other policies are also contained in O.P.A. No. 28, dealing with preparation of neighbourhood plan and related policies. Design guidelines are to be prepared in conjunction with the neighbourhood plan, to minimize conflicts between commercial and residential areas, enhance the visual appearance of the streetscape, and provide pedestrian linkages. A co-ordinated approach to the redevelopment of the area will be encouraged, by means of co-operation between adjacent property owners in matters of design.

B. Multi-Centre Designations

The design of the Ryckmans Neighbourhood was affected by two multi-centre designations, located at the northwest and northeast corners of the neighbourhood. The concept of the multi-centre is to provide a range of activities and services for the residents of the community to meet their weekly needs, and to provide medium density housing to maximize the utilization and cost-effectiveness of public transportation and the road network.

Multi-Centre uses at the intersection of Upper James Street and Stone Church Road were introduced by means of O.P.A. No. 28. Uses such as institutional, recreational and medium density residential, as well as commercial, will be permitted in this vicinity. Due to the intensification of land use along the Upper James Street corridor, the Sheldon Multi-Centre originally proposed for the intersection of West Fifth Street and Stone Church Road was deleted by O.P.A. No. 28, and replaced with the designation at Upper James Street.

The Ryckmans Multi-Centre, located at the intersection of Upper Wellington Street and Stone Church Road, includes designations of institutional and medium density residential. The Ryckmans Multi-Centre Plan was approved by Council on July 28, 1981, to serve the community which includes the Jerome, Crerar, Ryckmans and Barnstown Neighbourhoods. This plan is still in effect, although the attached housing area has been revised to single and double family residential in the proposed plan. The Ryckmans Multi-Centre Approved Plan is contained in Appendix "C".

C. Energy Efficient Design

The Ryckmans Neighbourhood was the subject of a test to determine the feasibility of incorporating special policies and methodologies to promote the energy efficient design of Neighbourhood Plans. The Ryckmans Neighbourhood was intensely studied for its energy efficiency potential

and a number of alternative energy efficient neighbourhood design layouts were prepared. These alternative design and associated draft policies were incorporated in a report entitled "Design Criteria for Energy Efficient Neighbourhood Planning - Stage Three" that was produced in March 1984. The proposed plan for the neighbourhood reflects these methodologies and design layouts.

IV NEIGHBOURHOOD PLANNING PROCESS

The Planning process involves several stages, including data collection, plan preparation, public involvement, revision and final adoption. The City of Hamilton Official Plan provides a land use concept and general policies which serve as a basis for the detailed policies contained in the neighbourhood plans. The following steps are involved in the process:

The Background Information Report is prepared as the first step. Information on all aspects related to planning of the neighbourhood is collected and summarized in report form. This includes population data, existing land use, municipal services and planning policies. The opportunities and constraints to development identified in this report form the basis for the preparation of the Plan. The Background Information Report for the Ryckmans Neighbourhood was completed in December, 1983.

The Neighbourhood Policies and Plan consists of the land use map and written policies contained in this report. The policies are based on neighbourhood planning principles and attempt to provide desirable features such as safety, convenience and energy efficiency. For each land use type, objectives and policies are defined and specific actions are identified to assist in implementation.

A public meeting is held to discuss the details of the proposed plan with area residents and landowners. Citizens are invited to provide the Planning Department with any comments they have regarding the proposed plan.

Revision and adoption of the Neighbourhood Plan follows, based on the public review of the draft plan. Comments and submissions from the public and from staff departments are incorporated into the Plan, where possible. The final plan is presented to the Planning and Development Committee for review and approval, and then to City Council for adoption. Official Plan amendments and zoning changes may be considered at the same time that the plan is adopted, or at a later date.

V DESCRIPTION OF THE STUDY AREA

The Ryckmans Neighbourhood is located in the south Mountain area of Hamilton, close to the south City limits. It is bounded by Stone Church Road on the north, Upper Wellington Street on the east, Rymal Road on the south and Upper James Street on the west. The neighbourhood is rectangular in shape and approximately 79 hectares (195 acres) in area.

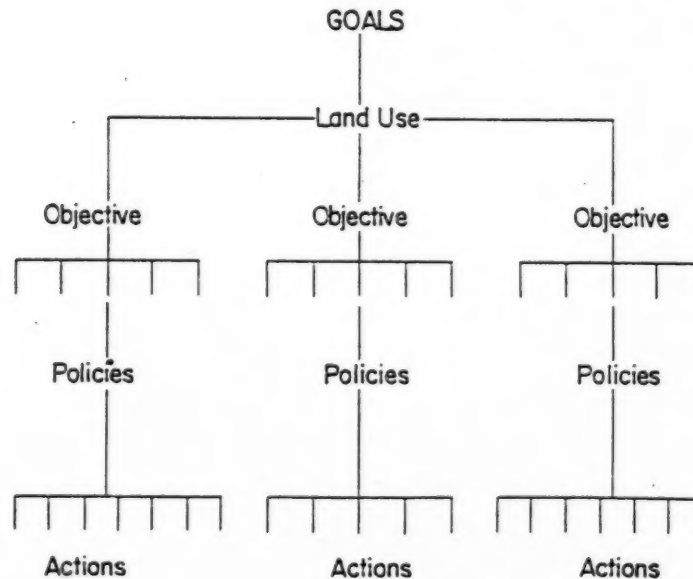
The existing land use in Ryckmans includes a mixture of residential, commercial and open space areas. Along Upper James Street there are commercial establishments and single family homes on deep narrow lots. Large residential properties are also located along portions of Stone Church Road and Rymal Road. A community centre and park is located in the northwest corner of the neighbourhood. The eastern half of the neighbourhood is mainly undeveloped open space and agricultural land, as well as a few single family residences.

VI NEIGHBOURHOOD PLAN

The Ryckmans Neighbourhood Plan is a guide for the future development within the area. The Plan is an extension and elaboration of policies which exist in the City of Hamilton Official Plan.

The Plan includes:

- 1) A diagrammatic representation of the street pattern and land use locations; and
- 2) A set of written policies ranging from the broad to the more specific. (Refer to figure below.)



The goals represent the broad overall aims for the Neighbourhood. The objectives are more specific focussing on the aims for each land use. The policies are the governing principles through which the objectives may be achieved. Finally, the actions refer to particular initiatives which the City and/or other agencies must undertake to implement the established objectives and policies.

A) Goals

There are three major goals which the Ryckmans Neighbourhood Plan attempts to achieve, namely:

- 1) neighbourhood self-sufficiency;
- 2) efficient and attractive design; and,
- 3) a viable commercial area on Upper James Street.

The neighbourhood will provide for the needs of its residents, as much as possible within a primarily residential area. The Plan contains a broad range of land use designations, to help ensure that community services such as a school, parkland and neighbourhood stores are provided.

The neighbourhood will be developed in an efficient and attractive manner. Energy efficient design (to allow use of passive solar heating), cost effectiveness, convenience and safety have been considered in the design of the road pattern and lot layout. The neighbourhood will be developed to be visually attractive and the unique character of the area will be highlighted.

The Upper James Street corridor will be developed in a manner which recognizes its role as an important entrance into the city, and as a viable commercial area. Urban design guidelines, contained in Appendix "D" of this report, have been prepared to help ensure an orderly and attractive streetscape for this corridor.

B) Objectives, Policies and Actions

1) RESIDENTIAL

Objective 1 - Variety of Housing Densities

The Ryckmans Neighbourhood will provide low and medium density housing in a variety of housing types and densities. Low density residential areas will be located in the centre of the neighbourhood. Medium density residential areas will be located along or near the main roads, as long as these areas are compatible with adjacent residential densities.

Policies

- 1) Areas in the Ryckmans Neighbourhood will receive the following residential designations:
 - o Single and Double;
 - o Attached Housing;
 - o Low Density Apartments; and
 - o Medium Density Apartments.
- 2) Areas designated for single and double housing (i.e. low density) will be located in the interior of the Neighbourhood.
- 3) Areas designated for attached housing (i.e. medium density) will be located along the arterial roads on the exterior of the Neighbourhood or adjacent to the collector road in the interior of the Neighbourhood.
- 4) Areas designated for low or medium density apartments will be located along major arterial roads such as Stone Church Road East, Rymal Road East and Upper Wellington Street or adjacent to commercial areas along Upper James Street, in order to maximize usage of the transportation network, without increasing the traffic on residential streets.
- 5) Larger residential lots will be located in the centre of the Neighbourhood, with smaller lots on the perimeter.
- 6) Residential development located adjacent to arterial roads will be shielded from excessive traffic noise.

Actions

- 1) Developers will be encouraged to submit plans of subdivision with smaller lots on the perimeter of the Neighbourhood and larger lots in the interior.
- 2) Where required, measures such as reverse frontage, access roads, berms and fences will be utilized to protect residential development from excessive traffic noise.
- 3) No lands will be rezoned for residential development.
- 4) Access to attached housing, and low and medium density apartment sites will be from arterial or collector roads only.
- 5) Areas designated for attached housing, low density apartments, and medium density apartments will be the subject of site plan control to allow control over landscaping, access, and separation and buffering between adjacent uses.

Objective 2 - Compatibility with Existing Development

Future residential development will not adversely affect the existing residential units within Ryckmans or in adjacent neighbourhoods.

Policies

- 1) New development located adjacent to existing dwelling units will be of a type and scale that will not adversely affect existing dwellings.
- 2) The subdivision of existing large lots will be encouraged to provide for infilling, where access is available.
- 3) New development should take into account the possible shadow effects on the existing developments.

Actions

- 1) The planning process (for example, subdivision agreements and site plan control) will help ensure that new developments are compatible with existing ones, that existing dwellings will be retained where possible, and that re-subdivision of rear yards will be examined where possible.
- 2) Infilling, where necessary, will be encouraged by the City.

Objective 3 - Variety of Housing Cost . .

A mixture of residential units affordable for low, middle and high income households will be provided within the Neighbourhood.

Policies

- 1) Different types and tenures of housing will be provided for all income groups.
- 2) The establishment of subsidized housing in the Neighbourhood will be considered.
- 3) A diverse mix of housing types including attached housing, apartments and cluster housing will be provided in the Neighbourhood.

Actions

- 1) The City will endeavor to promote subsidized housing by encouraging non-profit organizations to make use of available Government programs.
- 2) The City will support development proposals which offer a variety of housing types for different income groups.

Objective 4 - Utilization of Passive Solar Energy

Residential development should make use of existing topography, microclimatic features and vegetation from which passive solar energy may be maximized.

Policies

- 1) Buildings will be encouraged to have a southern orientation in order to maximize the energy received from solar radiation.
- 2) The buildings should be sited so as to minimize shadow impacts on adjacent dwelling units.
- 3) North-south streetscapes will be subject to sunlight analysis.

Actions

- 1) Energy efficient planning will be an integral part of residential subdivision plans and site plan agreements, where applicable. Both subdivision and site plans will include detailed designs for streets, lots, building location and orientation, shadow and wind effects, vegetation, solar access, and their impact on surrounding lots.
- 2) Subdivision plans which utilize existing vegetation, topography and microclimate to their advantage will be encouraged.
- 3) Developers and home owners will be encouraged to plant deciduous trees on the south faces of buildings to promote shading in the summer and light access in the winter. Similarly, coniferous trees should be located on the north faces for cooling and heating purposes. Mature trees will be retained wherever possible.

- 4) Developers will be encouraged to apply the research conducted by the Planning and Development Department on site design (e.g. orientation toward the sun and wind) for their site plans and building designs.
- 5) The internal road pattern of the Neighbourhood will be designed based on topographic analysis, to maximize cost effectiveness.
- 6) Developers will be encouraged to minimize regrading and to take advantage of existing topography in their subdivision designs.
- 7) Subdivision plans which are not cost efficient will be redesigned.

Objective 5 - Use of Innovative Housing Design

The energy efficiency of the Ryckmans Neighbourhood will be improved through modification of existing development standards, where possible.

Policies

- 1) Development of homes that may be easily partitioned to create extra dwelling units will be permitted.
- 2) Innovative housing types including "flag" lots, small-lot and zero-lot line single family dwellings and earth-sheltered housing will be encouraged.

Actions

- 1) The City, in co-operation with interested developers and/or builders, will investigate cost-sharing arrangements with senior levels of government in order to construct one or more of the innovative housing types mentioned above.
- 2) The City will investigate modification of the existing zoning by-law requirements for individual residential developments where analysis shows sufficient cost effectiveness.

2. Commercial

Objective 1 - Upper James Street Commercial Area

The Upper James Street Corridor should be recognized as a special commercial area of city-wide significance with a high quality of commercial uses and designs suitable to its location as one of the major entrances to the City. However, the development of the Upper James Street Corridor as a commercial area should not unduly impact or undermine existing commercial areas elsewhere in the City.

Policies

- 1) Some lands fronting on Upper James Street in the Ryckmans Neighbourhood will receive a special "Retail/Warehouse" designation in the Ryckmans Neighbourhood Plan.
- 2) Adequate parking and loading facilities will be required for all new commercial areas.
- 3) The design of commercial uses on Upper James Street should be co-ordinated so that design features such as parking, landscaping, access, and appearance are as integrated and contiguous as possible.
- 4) The commercial uses on Upper James Street should not unduly disrupt the orderly flow of traffic.
- 5) Measures should be taken to ensure that commercial uses will not unduly affect adjacent residential areas.
- 6) The consolidation of ownership of properties along Upper James Street should be encouraged to allow for the better design of the commercial areas and to minimize access to the street.
- 7) Existing narrow lots along Upper James Street will be developed in conjunction with adjacent properties, where possible, to provide lots of at least 30 m (100 ft.) frontage.

Actions

- 1) All commercial uses along Upper James Street will be subject to site plan controls to ensure that adequate parking and loading spaces are provided, parking lots are integrated with adjacent lands and adequate landscaping, fencing and setbacks are provided in commercial areas adjacent to residential uses.
- 2) Developers will be encouraged to co-operate with adjacent property owners in matters such as shared access, shared parking, similarity in architectural quality and design, and landscaping.

- 3) Access to Upper James Street from commercial areas will be strictly controlled.
- 4) The following uses will be permitted in lands designated retail/warehouse:
 - factory outlets;
 - wholesaling (not including food);
 - business offices;
 - car, truck (non commercial), and recreational vehicles sales;
 - factory repair depots for consumer goods;
 - entertainment facilities (unlicensed);
 - recreational facilities (unlicensed);
 - home improvement centres (building supply centres);
 - furniture or appliance sales;
 - other home furnishings;
 - clubs (unlicensed);
 - hotels or motels;
 - catalogue retail establishment;
 - manufacturers sample or showroom;
 - automotive repair and service;
 - opticians laboratory;
 - pharmaceutical laboratory;
 - restaurants;
 - swimming pool and other outdoor recreation sales;
 - professional offices; and
 - nurseries.

Note: This is a preliminary list for discussion purposes. A finalized list will be prepared later.

- 5) Notwithstanding the above, warehousing or storage of goods and materials will be permitted as an ancilliary use on lands designated retail/warehouse provided that the total area available for storage does not exceed 50% of the gross building area.
- 6) Notwithstanding the above, limited light industrial uses may be permitted in lands designated retail/warehouse subject to the following, as outlined in the City of Hamilton Official Plan policy A.2.2.18:
 - the industrial activity is ancilliary to the uses specified above;
 - the industrial activity does not exceed 33% of the gross leasable building area;
 - adequate loading facilities are provided;
 - adequate sewer and water services are available to the site;
 - the industrial activity is not noxious by virtue of noise, heat, glare, dust, vibration, or other emissions; and
 - the use does not interfere with the attractiveness or viability of the area for the primary permitted uses.

- 7) The outdoor storage or retailing of goods or materials will not be permitted, with the exception of nurseries, building pool sales, and automobile sales (new and used).
- 8) The following provisions will apply to lands designated retail/warehouse in the Neighbourhood Plan:
 - the minimum lot frontage shall be 30 m. (100 ft.);
 - the minimum lot depth shall be 100 m. (325 ft.);
- 9) The Urban Design Guidelines contained in Appendix "D" of this report provide specifications concerning building height, rear yards, and buffering of adjacent residential uses by means of landscaping, berms and fences. These features will vary within the study area, depending on the types of commercial area and the nature of adjacent uses.
- 10) Structures designed as office uses, clubs, restaurants, entertainment facilities or for recreational uses will be subject to special parking provisions.
- 11) No outdoor patios will be allowed in the rear yards of buildings or adjacent to residential areas.
- 12) Special design guidelines for the signage of commercial and other establishments fronting onto Upper James Street will be developed at a later date. These guidelines may include specifications controlling height, setback, size and construction.
- 13) Council will give consideration to special cases where existing narrow lots along Upper James Street make difficult the establishment of lots with at least 30 m (100 ft.) frontage.

Objective 2 - Neighbourhood-based Commercial

Neighbourhood-level commercial uses should be located in Ryckmans to provide for the daily and weekly needs of the Neighbourhood residents.

Policies

- 1) Commercial uses in the area where the internal collector road intersects Upper James Street, mid-way between Stone Church Road and Rymal Road, may contain neighbourhood commercial uses to serve the local residents.
- 2) Other neighbourhood-level commercial uses will be located in the Multi-Centre at Stone Church Road East and Upper James Street, and in the Ryckmans Multi-Centre at Stone Church Road East and Upper Wellington Street. The latter commercial area is in the Barnstown Neighbourhood.

- 3) Professional office space development will be encouraged to locate in the Multi-Centres and in the area designated for neighbourhood commercial.
- 4) A community shopping centre should be located in the area designated in the Ryckmans Multi-Centre in the Barnstown Neighbourhood.
- 5) The Multi-Centres will offer a range of goods and services to meet the community's weekly needs.
- 6) A convenience shopping centre will offer goods and services to meet the Neighbourhood's daily needs.

Actions

- 1) Development applications will be approved based on the location of the commercial use designations.
- 2) Site Plan Control will be used to ensure that commercial establishments are designed attractively and are suitably landscaped and buffered.
- 3) Commercial uses such as taverns, billiard halls, public arcades, etc. will not be allowed in the areas designated commercial in the Ryckmans Neighbourhood Plan.

3. INSTITUTIONAL (EDUCATIONAL AND RELIGIOUS FACILITIES)

Objective 1 - School Site

The public school site located in the centre of Ryckmans should be developed for a school, in conjunction with other community services. This development should be integrated into the overall design of the neighbourhood.

Policies

- 1) The Board of Education will be encouraged to build a public school on their lands.
- 2) The Separate School Board will be encouraged to develop the lands for a school site, if the Board of Education decides not to develop them.
- 3) The proposed school could be used to provide additional facilities for community services during the evening hours.
- 4) The design of the proposed school should consider the possibility of future conversion to residential and/or other compatible uses.
- 5) The school site will be redesignated for other uses if a school is not built.

Action

- 1) The City will express their policies to the Board of Education and the Separate School Board.

Objective 2 - Religious Institutions

Religious institutions (places of worship) are an important community service and are therefore encouraged to locate in the Ryckmans Neighbourhood.

Policy

- 1) Religious institutions should be encouraged to locate in the Ryckmans Multi-Centre or at the intersection of Upper James Street and Stone Church Road East.
- 2) Religious institutions should be developed in a manner which is compatible with adjacent development.

Actions

- 1) The City will support plans for the development of churches, synagogues or other places of worship in the Multi-Centre or at Upper James/Stone Church provided that they do not adversely affect surrounding land uses.
- 2) Places of worship will also be permitted to locate on arterial roads provided that they do not adversely affect surrounding land uses.
- 3) Places of worship will not be encouraged to locate in the interior of the Neighbourhood where direct access to an arterial road is not possible.
- 4) Development of the lands designated for a church site on the southwest corner of Upper Wellington Street and Stone Church Road will be adequately buffered from adjacent residences. A ten foot planting strip will be required along the western edge of these lands.

4. INDUSTRIAL

Objective

Industrial developments are not planned for the Ryckmans Neighbourhood. However, proposed home occupations should be assessed on a use-by-use basis.

Policy

- 1) The Ryckmans Neighbourhood will not contain lands designated for industrial uses.

5. PARKS, RECREATION AND OPEN SPACE

Objective - Development and Integration of Sites

The parks and open spaces within the Ryckmans Neighbourhood will be designed and developed to meet the needs of the Community. The Olmsted Indian Village and burial ground should be recognized as an important archaeological site of City-wide significance. Pedestrian and bicycle links will improve the energy efficiency of the Neighbourhood.

Policies

- 1) The Barton Community Park and Community Centre will be retained and enhanced. These facilities will provide both neighbourhood and community level activities including active recreational uses.
- 2) The site of the Olmsted Indian Village will be retained for passive outdoor recreational use until it is developed for archaeological and interpretive purposes by an appropriate public agency. Parking will be provided at the site to enhance its accessibility and use.
- 3) The small City of Hamilton cemetery located in the west central area of the Neighbourhood will be retained. A new access will be provided to this cemetery from the internal road system when the Neighbourhood develops.
- 4) The Barton Community Park, the public school site, and the Olmsted Indian Village should be linked to provide a continuous open space/park system.

Actions

- 1) The site of the Olmsted Indian Village will be considered for purchase by the Parks and Recreation Sub-committee.
- 2) The City will request the Board of Education to permit community use of the Board's property.
- 3) The City will initiate Official Plan amendments to designate areas for Open Space and Major Institutional uses as the Neighbourhood develops.
- 4) The City will investigate the size, type and location of community recreational facilities which are appropriate for the Barton Community Park.

- 5) The recreational functions of the Barton Community Park, Barton Community Centre, Hamilton Board of Education school site and Olmsted Indian Village will be integrated to the greatest extent possible.
- 6) A landscaped boulevard will serve as the delineation of a pedestrian/bicycle link between the Community Park, Community Centre, School Site and Indian Village Site.

6. COMMUNITY SERVICES

Objective

To provide for the needs of local residents, the provision of appropriate community services will be encouraged in the Ryckmans Neighbourhood. These facilities may be shared with adjacent neighbourhoods, depending on their nature and size.

Policies

- 1) Library services should be provided which are of high quality and convenience.
- 2) The Barton Community Park and Community Centre should continue to provide a variety of recreational opportunities within the neighbourhood.
- 3) The proposed school site should be considered as a location for additional recreational facilities and community services, if required.

Actions

- 1) The Library Board will be encouraged to monitor development in the neighbourhood to determine the need to expand their branch services and/or Bookmobile services.
- 2) The Culture and Recreation Department and other agencies will be encouraged to provide a wide variety of recreational opportunities and community services.

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7. TRANSPORTATION

Objective 1 - Road Pattern

The road pattern will be designed to maximize energy efficiency without jeopardizing the safety and the convenience of the people it serves.

Policies

- 1) The use of energy efficient measures will be an important factor in the design of the street system.
- 2) The interior of the Neighbourhood will be served by a collector road which will be accessible from each of the arterial roads that surround the Neighbourhood.
- 3) The arterial roads will be upgraded to accommodate future development and internal roads will be built as needed.
- 4) Traffic lights should be installed when warranted at the intersection of the roads bounding the Neighbourhood, and additional lights will be installed when warranted at stub and arterial intersections.
- 5) As many mature trees as possible will be retained along roadways to act as a buffer. New trees will be planted where there is a deficiency in vegetation, so that roadways will be attractive as possible.

Actions

- 1) The City will endorse an internal road system for the Neighbourhood which minimizes street length and the number of stops and which does not create through traffic.
- 2) The street system will be designed to maximize the cost efficiency of development including energy conservation.
- 3) The internal street system, for safety and amenity reasons, will be designed to discourage through traffic.
- 4) One of the criteria for subdivision approval is that proposed street systems be similar to the road pattern approved in the Neighbourhood Plan.

Objective 2 - Pedestrian and/or Bicycle Paths

Pedestrian and/or bicycle paths on public lands will be promoted by the City.

Policies

- 1) Any pedestrian and/or bicycle paths which connect the Multi-Centre, community park, commercial areas and the Board of Education lands should be incorporated into a pedestrian and/or bicycle system for the whole City.
- 2) The City should assess the need for constructing sidewalks if pedestrian and/or bicycle paths are provided.

Actions

- 1) The City will encourage the development of the pedestrian and/or bicycle paths through the processes of subdivision approval and site plan control.
- 2) A landscaped boulevard will be placed on the north-south collector road to serve as a visual indication of a preferred pedestrian and/or bicycle route.

Objective 3 - Public Transit

The use of public transit will be encouraged by the City.

Policy

- 1) Public transit routes will be designed to serve as many people as possible, by means of locating bus stops in convenient and accessible areas.

Action

- 1) The City will encourage the Hamilton Street Railway to provide shelters and/or benches at most bus stops.

8. VEGETATION

Objective

Mature trees and other desirable vegetation will be retained and managed for amenity and energy conservation value on public and private lands where feasible.

Policies

- 1) Borders of mature trees around the Barton Community Park, Barton Community Centre, City lands and other public and institutional properties will be retained wherever possible. These borders will be managed to act as visual boundaries and as buffers to control shade and wind in accordance with good tree management principles.
- 2) Mature trees along arterial roads will be retained wherever possible during development of the Neighbourhood.
- 3) Private property owners will be encouraged to design landscaping on their properties to maximize energy efficiency.

Actions

- 1) Mature trees and other desirable vegetation will be retained wherever possible through the subdivision and condominium approval processes and through site plan control.
- 2) The City will establish a treed boulevard along the side of the main north-south road from Stone Church Road into the interior of the Neighbourhood, connecting the various park and open space areas. A treed centre median will also be established on the road between the Olmstead Indian Village and Rymal Road.
- 3) Information and assistance will be provided to private property owners in establishing energy-conserving vegetation in residential areas.

9. URBAN DESIGN AND NEIGHBOURHOOD CHARACTER

Objective

A unique neighbourhood character will be created by means of appropriate urban design features, located throughout the neighbourhood and especially along the Upper James Street corridor.

Policies

- 1) Commercial lands along Upper James Street will be developed with special attention to design, to create an attractive and functional entrance to Hamilton.
- 2) The retail/warehouse development along Upper James Street will be designed to serve automobile-oriented users. A limited number of access points will be provided from the road, and front service roads will be introduced, to minimize traffic conflicts. Other features such as uniform front building setbacks, ground level business signs and landscaping on public lands will be included, to provide an attractive and orderly streetscape.
- 3) The neighbourhood-based commercial area at the mid-block collector road will be designed to serve pedestrian users. It will be developed as a plaza with wide sidewalks at the front and parking at the rear.
- 4) The north-west and south-west corners of the neighbourhood will be designated for commercial lands.
- 5) An open space area will be designated at the intersection of Upper James Street and Stone Church Road. Buildings will be set back to accentuate the historically-significant Barton Stone United Church at the south-west corner of the intersection.
- 6) The intersection of Upper James Street and Rymal Road, traditionally known as "Ryckmans Corners", will be emphasized as the main crossroads in the south mountain area. Special road lighting and signage will be considered to distinguish this intersection.
- 7) The mid-block collector road will be named Ryckmans Boulevard.
- 8) Unique identifying landmarks will be created in the interior of the Ryckmans Neighbourhood, such as a Neutral Indian symbol and a landscaped area which identifies the neighbourhood by name.
- 9) Residential cul-de-sacs within the neighbourhood will be designed primarily for the use of pedestrians, with vehicular uses of secondary importance.

- 10) Existing vegetation will be retained to the maximum extent possible. Extensive new landscaping will be introduced, especially on public lands.
- 11) Linked park and open space areas will be developed in the interior of the neighbourhood. These areas will extend along a north-south axis, from the Barton Community Centre and community park in the north-west, through the proposed public school and the Native Village and Burial Ground, to Rymal Road in the south. The open space areas will be designed in a manner which gives the neighbourhood a special character.

Actions

- 1) The City will use the Urban Design Guidelines for the Upper James Street Corridor contained in Appendix "D" of this report, to provide detailed specifications for the various commercial and open space areas. These will define setback depths; the location and size of landscaped areas, pedestrian areas, service roads and parking areas; and the nature of shared vehicle accesses. These guidelines will be implemented by means of zoning by-law amendments and site plan control.
- 2) The City will require development of the mid-block neighbourhood plaza and the northern open space area as a planned whole by one owner or a group of owners.
- 3) The City, in co-operation with the Regional Municipality of Hamilton-Wentworth, will consider special road lighting and signage at the intersection of Upper James Street and Rymal Road.
- 4) The City will consider the allocation of funds in its budget for the creation of landmarks in the south-central area of Ryckmans Neighbourhood, near the Olmsted Indian Village site.
- 5) The City will provide information and assistance to the private sector to encourage the design of residential cul-de-sacs for pedestrian use.

10. INFRASTRUCTURE

Objective

Full municipal services will be provided to the Ryckmans Neighbourhood.

Policies

- 1) Full municipal services, including storm and sanitary services and an adequate water supply, will be provided to serve the residents of the Neighbourhood.
- 2) Development will be permitted only on the basis of full municipal services.
- 3) Isolated developments will be discouraged.

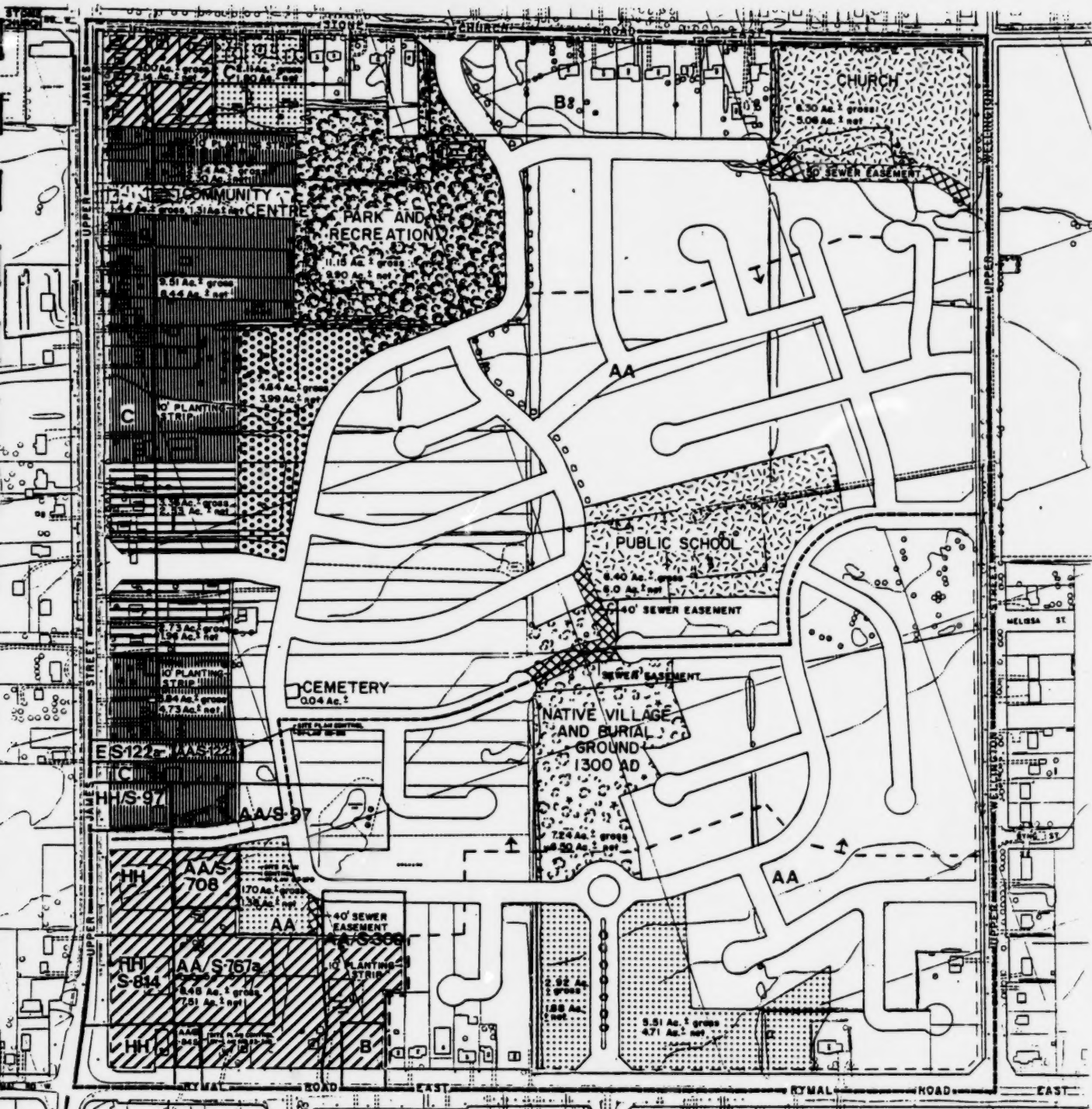
Actions

- 1) The City will request the Regional Engineering Department to provide full municipal services sufficient to meet the needs of neighbourhood residents.
- 2) The Regional Engineering Department will periodically assess the need for the extension of municipal services within the Neighbourhood, to discourage isolated developments.
- 3) The City will not support development in the Ryckmans Neighbourhood on the basis of temporary services.

II ADMINISTRATIVE PROVISIONS

The Neighbourhood Plan is a policy of City Council but is not incorporated into the Official Plan. The Plan is not intended to be rigid. It is expected that there will be changes from time to time in response to new circumstances. However, changes should reflect the general goals of the Plan. Very minor alterations in land use and boundaries will not require a Neighbourhood Plan Amendment. However, other changes will need Council approval and full participation of those affected.

APPENDICES



EXISTING POPULATION (1982) 157

LEGEND

- URBAN DESIGN FEATURE
- TRUCK BOULEVARD
- CITY OF HAMILTON EXISTING PARK LANDS SITE
- BOARD OF EDUCATION FOR THE CITY OF HAMILTON EXISTING SCHOOL SITE
- PRIVATE LANDS DESIGNATED FOR SCHOOL AND/OR PARK PURPOSES
- LIMIT OF DRAINAGE AREA
- EXISTING TRUNK SEWER
- AREA SUBJECT TO URBAN DESIGN POLICY

LAND USE

RESIDENTIAL

- single & double
- ▨ attached housing
- ▤ low density apts.
- ▥ medium density apts.
- ▧ commercial & retail warehouse

- ▩ COMMERCIAL
- NEIGHBOURHOOD COMMERCIAL
- ▬ CIVIC & INSTITUTIONAL
- ▭ PARK & RECREATIONAL
- ▮ OPEN SPACE
- ▯ UTILITIES
- ▰ MULTICENTRE

- Neighbourhood Boundary
- Zoning Boundary

Approved
Planning 84.08/07/85 Council 22.07/85
Revisions

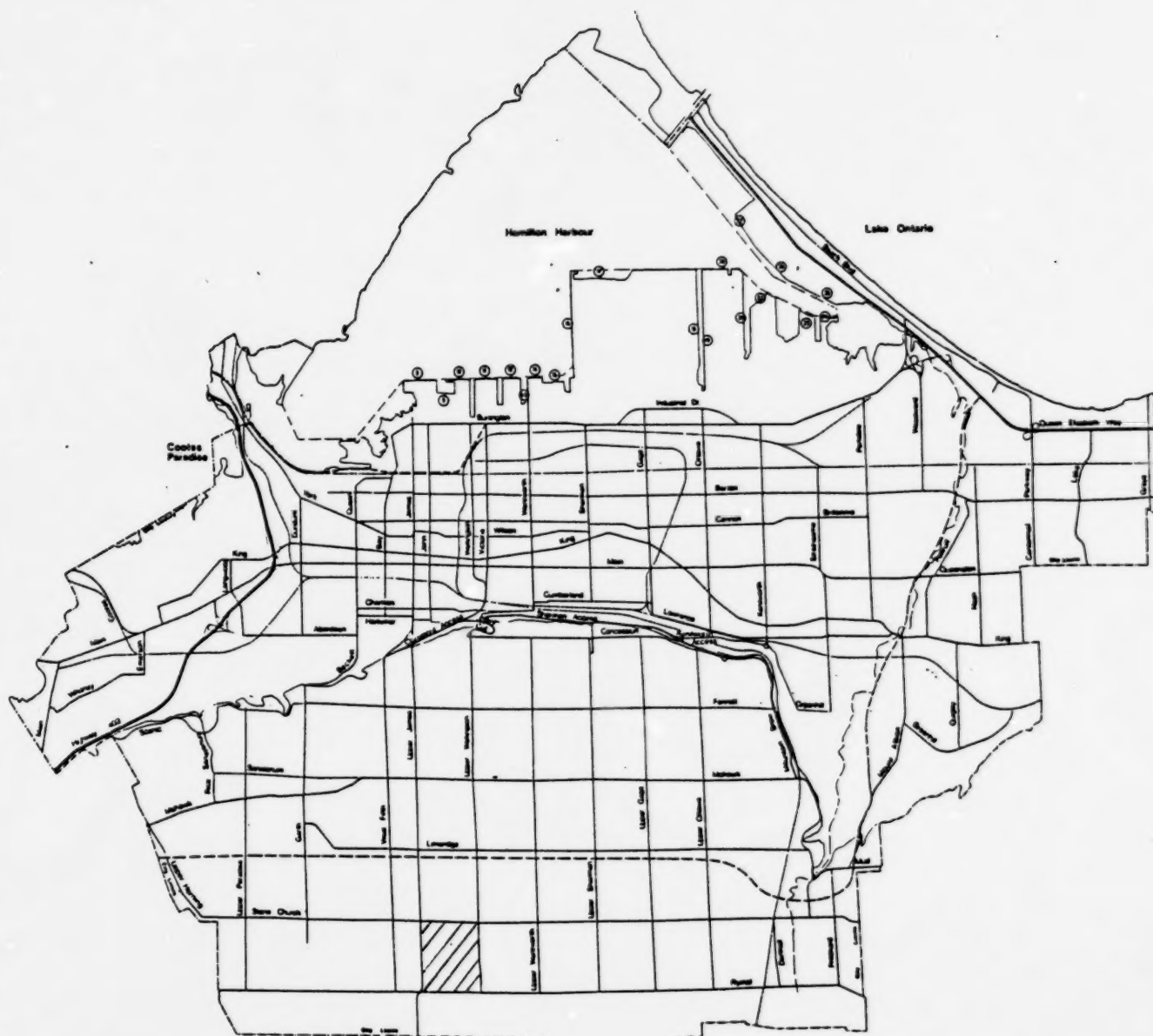
22/07/85	

CITY OF HAMILTON
PLANNING DEPARTMENT

RYCKMANS

PROPOSED PLAN

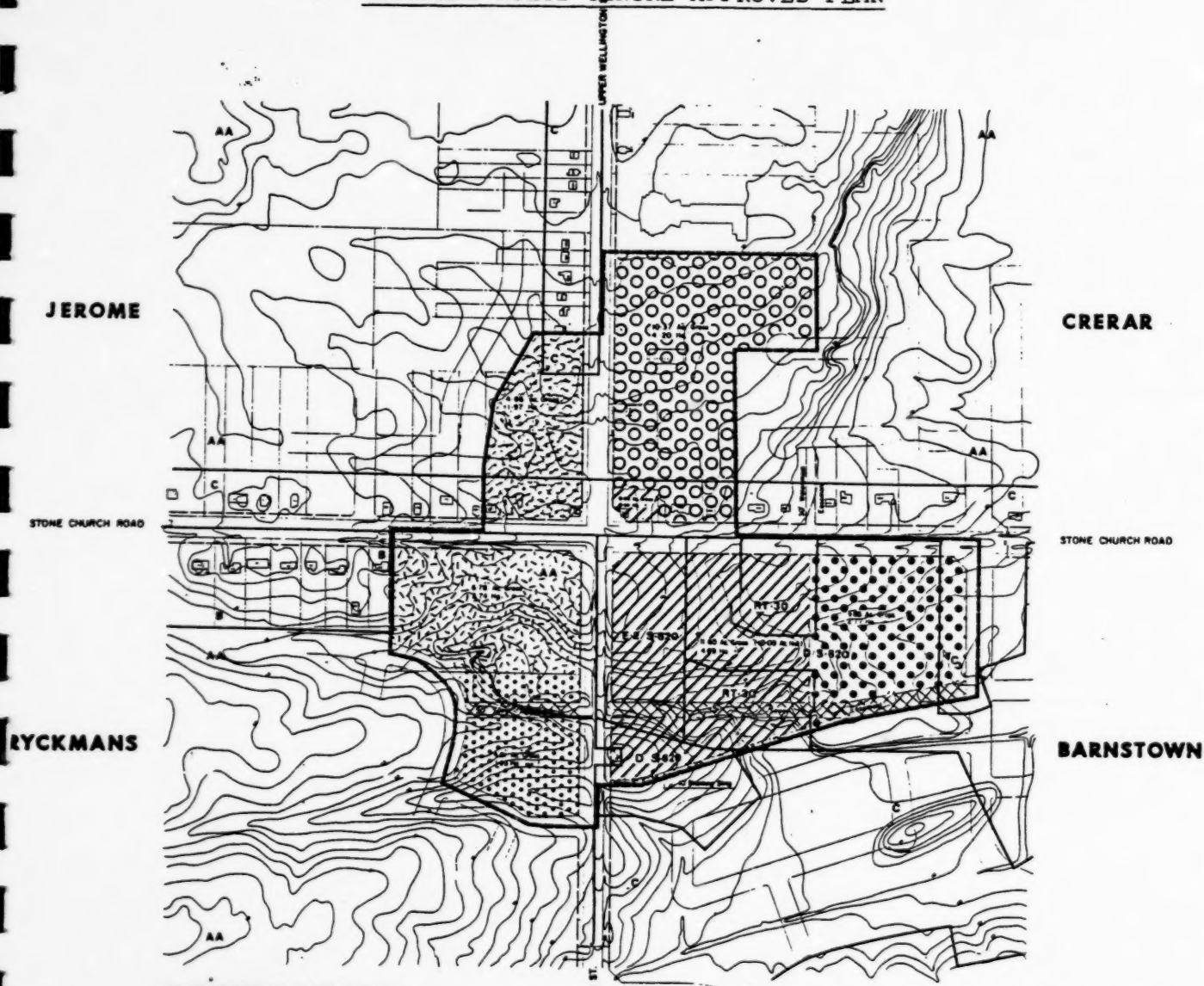


LOCATION MAP OF RYCKMANSLEGEND

Ryckmans Neighbourhood

SOURCE: Hamilton-Wentworth Planning Department, 1986

RYCKMANS MULTI-CENTRE APPROVED PLAN



LEGEND

- RESIDENTIAL : ATTACHED HOUSING
- RESIDENTIAL : MEDIUM DENSITY APARTMENTS
- COMMERCIAL
- INSTITUTIONAL & SPECIAL HOUSING
- INSTITUTIONAL & RECREATIONAL
- CIVIC & INSTITUTIONAL

EXISTING ZONING

NOTE : ATTACHED IS A DETAILED LIST OUTLINING SUGGESTED LAND USES

MULTICENTRE BOUNDARY

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
PLANNING AND DEVELOPMENT DEPARTMENT
CITY OF HAMILTON

RYCKMANS

MULTICENTRE



JANUARY, 1981

APPENDIX "D"

RYCKMANS NEIGHBOURHOOD PLAN POLICIES URBAN DESIGN GUIDELINES FOR UPPER JAMES STREET CORRIDOR

PURPOSE

The Upper James Street corridor serves as an entrance to the City. Urban design features such as landscaping, uniform building setbacks and service roads will help provide an attractive and unified appearance for the highway commercial development in this corridor. These features, as described in the following notes, will be implemented by means of site plan control.

COMPONENTS

There are three major component land use areas within this corridor:

1. Retail/Warehouse Areas

These will be located along most of Upper James Street, between Stone Church and Rymal Road excluding the intersections at the north, south and mid-block locations.

The permitted uses will include retail/warehouse establishments. Page 16 of the Ryckmans Neighbourhood Draft Policies report provides a preliminary list of permitted uses, for discussion purposes.

The area will be designed for the use of automobile traffic.

A landscaped strip at least 3.05 m (10 ft.) wide will be located adjacent to the Upper James Street road allowance*.

A 21.34 m (70 ft.) wide) front service road will be located next to the landscaped strip. This will provide space for two rows of parked vehicles with a laneway in the middle. This service road will run north-south through each retail/warehousing area. Access will be provided to and from Upper James Street at a limited number of points.

The retail/warehouse establishments will be located along a uniform mandatory building line, or front yard setback, approximately 24.39 m (80 ft.) from the road allowance. These buildings may have variable size, and variable rear lot lines, within a fixed building envelope of a depth which permits a rear service road.

*NOTE: The cross-section for the proposed widening of Upper James Street includes a 6.10 m (20 ft.) boulevard, 1.53 m (5 ft.) sidewalk and 1.01 m (3 ft.) grassy strip for the placement of utilities all within the road allowance, according to plans available from the Regional Engineering Department.

A 21.34 m (70 ft.) wide rear service road will be located along the rear of the commercial establishments. This will be similar to the front service road, providing space for two rows of parked vehicles with a laneway in the middle. This service road will provide access to rear parking and loading bays.

A 3.05 m (10 ft.) wide landscaped strip will be provided at the rear of the service road. Additional buffering in the form of berms, walls or wider landscaped strips will be provided if necessary to buffer sensitive adjacent uses such as residential properties.

The maximum building height permitted will be 8 stories, to prevent shading of the adjacent residential areas. The actual building height will likely be much less.

The total depth of this commercial area will be approximately 130 m (425 ft.) for most of the corridor, and 180 m (600 ft.) for a small section near Stone Church Road, as shown on the proposed Ryckmans Neighbourhood Plan.

The minimum lot frontage will be 30 m (100 ft.), and the minimum lot depth will be 100 m (325 ft.) for these retail/warehouse lands.

2. Mid-Block Node/Village

This will be located at a point approximately midway between Stone Church Road and Rymal Road, to the north and south of the proposed mid-block collector road.

The permitted uses will include neighbourhood-based retail and service uses, to serve the adjacent residential areas, possibly in combination with retail/warehouse or residential uses.

This area will be developed in the form of several small plazas, one located on each corner of the intersection. The plazas will be roughly U-shaped, with wide sidewalks to the front and parking areas to the rear.

The area will be designed primarily for the use of pedestrian traffic, rather than through automobile traffic. It will provide local neighbourhood-based shopping and other services for nearby residents. It will also act as a gateway to the neighbourhood, by means of the collector road. A small town atmosphere will be encouraged.

Unique design features will serve as landmarks, such as gateways, archways or decorative walls at the entrance to the neighbourhood. Special treatment of traffic signals, such as a tower in the center of the intersection, may also be considered. Pedestrian crossings could be moved back from the corners of this intersection if necessary, to enable turns to be made around a traffic signal tower, if such a feature is incorporated.

The maximum building height permitted will be 3 to 4 stories. This may enable mixed use buildings with commercial on lower floor(s) and residential on upper floor(s).

The depth of these areas will be approximately 130 m (425 ft.), with approximately 90 m (300 ft.) of frontage on both the north and south sides of the mid-block intersection.

3. Commercial and Open Space

Commercial uses will be permitted at the north and south corners of the Ryckmans neighbourhood, at the intersections of Upper James Street with Stone Church Road and Rymal Road.

The permitted uses and other requirements will be the same as for other commercial areas located elsewhere in the City.

The uniform mandatory front building line, front service road and landscaping will be the same as for the retail/warehouse areas located along Upper James Street elsewhere within the neighbourhood.

A special open space area will form part of the associated landscaping in the immediate vicinity of the intersection of Upper James Street and Stone Church Road, on all four corners.

The permitted uses for this special area will include the existing church, open space, parkland and possibly parking lots. The purpose of this designation is to preserve and enhance the significance of the Barton Stone United Church, on the south-west corner of the intersection, as a historical landmark in the area. The creation of an open space area will complement the existing cemetery lands, and ensure that the church stands out as a focal point, rather than competing visually with commercial buildings.

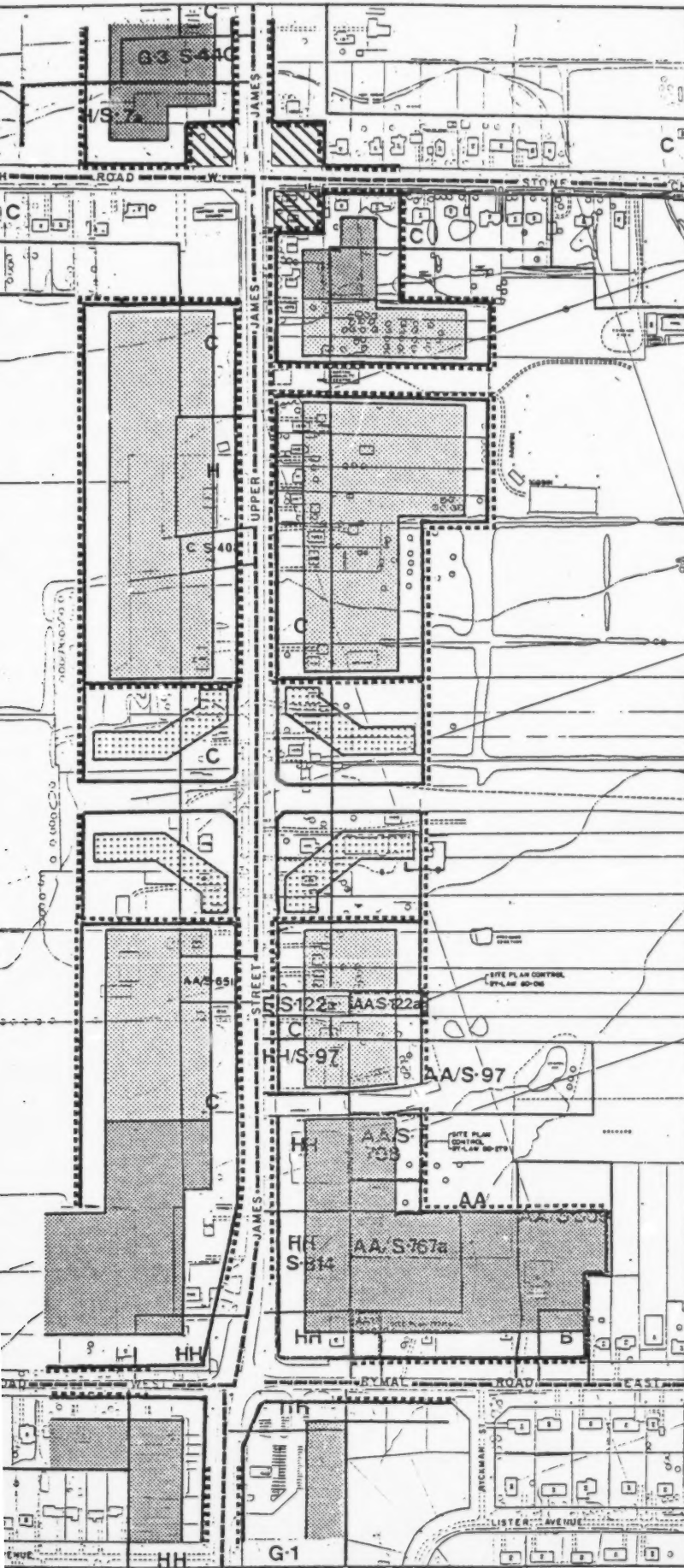
The open space area will be approximately 60 m (200 ft.) deep by 60 m (200 ft.) wide on each of the corners of the intersection or about the same size as the church site; and will be developed in conjunction with the commercial lands in this vicinity.

There will be a 3.05 m (10 ft.) landscaped strip at the rear and side of this open space area.

URBAN DESIGN PLAN Upper James Street Corridor

LEGEND

-  Commercial
-  Commercial and Retail Warehouse
-  Neighbourhood Commercial
-  Landscaped Strip
-  Open Space



Note: The proposed building envelopes for the commercial establishments are shown.

These will be surrounded by front and rear service roads/parking areas and landscaping.

APPENDIX "E"

AMENDMENT NO. 28 TO THE CITY OF HAMILTON OFFICIAL PLAN

The following text, together with the attached Schedules "A" and "B" hereto, constitutes Amendment No. 28.

PURPOSE

The purpose of this Amendment is to:

- recognize Upper James Street (from the East-West and North-South Transportation Facility to the City limits) as a major highway-oriented commercial area;
- provide for a diversity of retail and service uses catering not only to the travelling public, but to the daily needs of the adjacent Neighbourhoods; and,
- provide the basis for more detailed planning through Neighbourhood Plans and design guidelines to ensure a co-ordinated approach to development, and minimize conflicts between the Commercial uses on Upper James Street and the Residential uses within the Neighbourhoods.

LOCATION

This Amendment applies to lands fronting on Upper James Street from the East-West and North-South Transportation Facility to the City limits, and fronting on Rymal Road in the vicinity of Upper James Street.

BASIS

Official Plan Amendment No. 22 effectively deletes the Staging policies of the Official Plan to provide for the immediate development of the southwest sector of the City, subject to the availability of municipal services. Accordingly, in conjunction with this Amendment, a detailed study was undertaken to identify the appropriate land use pattern and implementation scheme for the Upper James Street corridor. The study resulted in a land use concept which requires certain changes to the Official Plan prior to its realization.

ACTUAL CHANGES

- (1) Schedule "A" of the Official Plan (Land Use Concept), as amended, will be further amended as shown on the attached map being Schedule "A" to this Amendment.

(2) The following be added to Schedule "B" - Special Policy Areas:

- o "Special Policy Area 31, 31a, 31b and 31c;" and,
- o "Area 31, 31a, 31b and 31c, refer to Policy A.2.9.3.26" in the legend.

(3) The following new policy be added to Subsection A.2.9.3 - Other Policy Areas;

A.2.9.3.26 In keeping with the provisions of Subsection 2.2 - Commercial Uses, for those lands shown on Schedule "B" as SPECIAL POLICY AREA 31, (which includes 31a, 31b and 31c), and designated "Commercial" on Schedule "A" the following will apply:

- (i) The Upper James Street frontage is recognized as a highway-oriented Commercial area which will include a diversity of retail and service uses catering not only to the travelling public, but to the daily needs of the adjacent neighbourhoods;
- ii) In keeping with Clause (i) above, three sub-areas are identified to provide the following uses within the Special Policy Area:
 - a) in Area "31a" mixed Commercial/Residential uses will be permitted from south of Chipman Avenue/Blossom Lane to Stone Church Road (excluding the car dealership). Such uses will be developed at a height, scale and intensity compatible with the nature of the commercial development along Upper James Street and the existing and anticipated Residential uses in the interior of the Neighbourhoods. The provisions regarding amenity, parking and other similar criteria for mixed Commercial/Residential uses, as provided in Policy A.2.2.36 will apply in the development of these uses.
 - b) in Area "31b", retail/warehouse uses will be permitted in keeping with Policies A.2.2.16 and A.2.2.18; and,
 - c) in Areas "31c", neighbourhood-based retail and service uses catering to the adjacent Residential areas will be permitted. However, in the case of the Area identified as "31c", located mid block between Stone Church Road and Rymal Road, in the vicinity of a mid-block collector (as may be determined through the Neighbourhood Plan), retail warehouse uses will also be permitted in addition to neighbourhood-based retail and service uses. Development of these Areas may take place east-west along the collector (as opposed to the Upper James Street frontage).

- iii) In accordance with Subsection D.2., the preparation of Neighbourhood Plans in this Area will consider the following:
 - a) the location of a mid-block Collector Road between Stone Church Road and Rymal Road;
 - b) the extent of Commercial, mixed Commercial/Residential uses, retail/warehouse uses and neighbourhood-based retail and service uses;
 - c) lot depth, lot frontages and building setbacks to effectively accommodate the appropriate on-site parking, circulation and ingress and egress;
 - d) the location of access points between adjacent uses and to the road;
 - e) utilizing shared access and/or parking facilities with adjacent developments; and,
 - f) utilizing service roads, cul-de-sacs or other appropriate means to reduce the number of individual access points.
- iv) Design guidelines will be prepared in conjunction with the Neighbourhood Plan to detail such matters as, but not limited to:
 - a) minimizing potential conflicts between the Commercial uses fronting on Upper James Street, and the Residential uses within the Neighbourhood, by establishing an appropriate buffer or transitional area which may include landscaping, berming and/or fencing;
 - b) providing guidelines to enhance the visual amenity of the Upper James Street frontage; and,
 - c) ensuring in Areas 31c compatibility with adjacent Residential uses, pedestrian access to and from the abutting Neighbourhoods and, continuous pedestrian linkage between commercial developments.
- v) To ensure a co-ordinated approach in the development of Special Policy Areas 31, 31a, 31b and 31c, and to enhance Upper James Street as a viable Commercial area, proponents of development or redevelopment will be encouraged to co-operate with adjacent property-owners regarding such matters as, access, parking, architectural quality and design, and landscaping.

vi) In accordance with Policy D.2.2, Multi-Centre uses will be permitted in the vicinity of Upper James Street and Stone Church Road. Accordingly, Multi-Centre uses such as, Institutional, recreational and medium density Residential uses will also be permitted in addition to Commercial uses.

- (4) Delete the Multi-Centre designation on Schedule "G" - Planning Units, in the vicinity of Stone Church Road and West 5th Avenue.

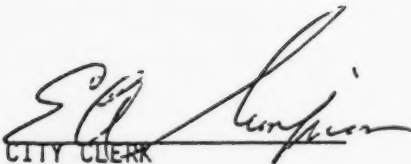
IMPLEMENTATION

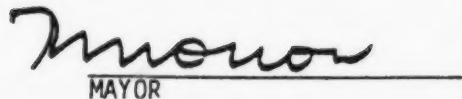
The provisions of Section "D" - Implementation as amended will apply to the implementation of this Amendment.

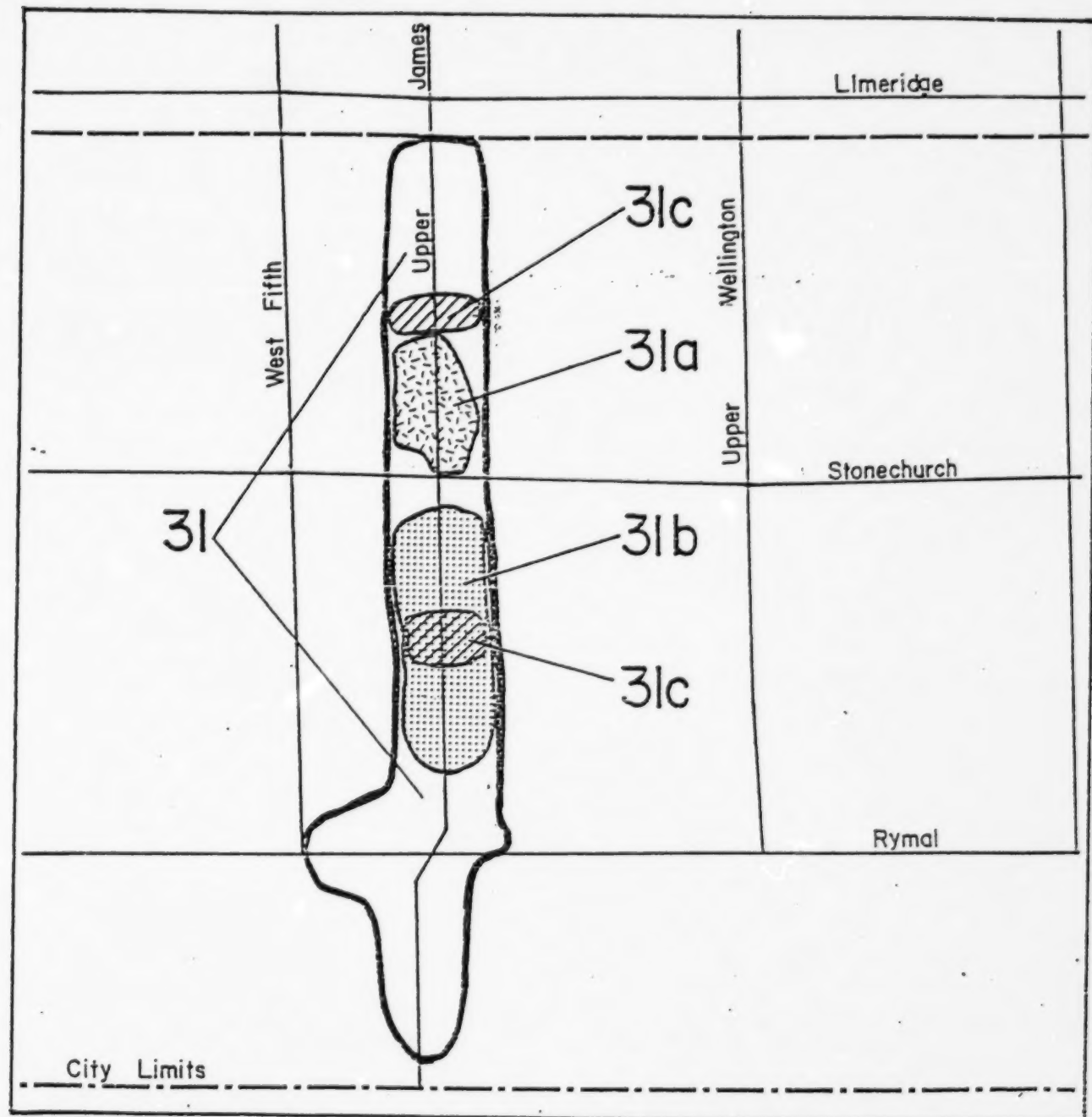
Bill No. C-116

This is Schedule 1 to By-law No. 85 - 236 _____, passed on the day of
October 29th A.D. 1985.

THE CORPORATION OF THE
CITY OF HAMILTON


CITY CLERK


MAYOR



HAMILTON OFFICIAL PLAN AMENDMENT No. 28 SCHEDULE B

LEGEND

-  Special Policy Area 31
-  Special Policy Area 31a
-  Special Policy Area 31b
-  Special Policy Area 31c

DRAFT

NORTH



SCALE

N.T.S.

DATE

FEB. 1985